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*Supportative Material*

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DOC	91	REV DATE	1/2/90	BY	SR317
ORIG COMP	136	DOI	510	TYPE	30
ORIG CLASS	5	PAGES	14	REV CLASS	C
AUST	22	NEXT REV	2010	AUTH:	HR 70-2

<b>RECEIVING REPORT</b>		DISCOUNT TERMS <b>Net</b>	PURCHASE ORDER NO. <b>60-9163</b>		RECEIVING VOUCHER NO. <b>4-40638-60</b>		
ISSUING OFFICE <b>OL/PD/SPS</b>		CONTRACT NO.		ACTIVITY PREPARING THIS REPORT <b>903:OL/PD/SPS</b>		SHIPMENT NO. <div>PARTIAL <input type="checkbox"/> FINAL <input checked="" type="checkbox"/></div>	
REQUISITION NO. <b>913-27-1482-60</b>		REQN. OFFICE COPY TO <b>TSS/ED</b>		CHARGE ALLOTMENT NO. <b>0125-1009-1000</b>		CHARGE ACCOUNT NO. <b>0368-1075-0000</b>	
VENDOR  <b>Special Projects Staff - 2727</b>				DELIVERY TO (CARGO, STOCK, OR NAME, BLDG, ROOM, ETC.)  <b>TSS/ED 210 Westcott Bldg.</b>			
INVOICE NO.							

ITEM NO.	STOCK NO.	NOMENCLATURE OR SERVICES	S. C.	QUANTITY ACCEPTED	UNIT ISSUE	UNIT PRICE
			<b>SC-2</b>			
<b>1</b>		<b>Pressure balloon used for radar target</b>		<b>1</b>	<b>ea.</b>	<b>\$150.00</b>
<div><i>File Balloon sent</i></div> <div><b>SECRET</b></div> <div><b>SC-2</b></div> <div><b>NOTE: Accountability for the above item should be dropped at issuance as it will be consumed in testing.</b></div>						

**WAT:mcb**

I CERTIFY THESE SUPPLIES OR SERVICES WERE RECEIVED/INSPECTED IN THE QUALITY AND QUANTITY SPECIFIED EXCEPT AS NOTED.

WAREHOUSE RECEIVING UNIT						
DATE RECEIVED	PIECES	WEIGHT	CUBE	CARRIER	RECEIVED BY <b>25X1</b>	

TECHNICAL INSPECTION (REQUIRED <input type="checkbox"/> YES <input type="checkbox"/> NO)						
DATE RECEIVED	INSPECT. ACTIVITY	INSPECT. NO.	INSPECTION <div>ACCEPTED <input type="checkbox"/> REJECTIONS <input type="checkbox"/></div>		SIGNATURE OF INSPECTOR	

ON LOCAL DELIVERIES RECIPIENT WILL SIGN COPY 7 AND RETURN TO SUPPLY DIVISION

DATE RECEIVED	NAME, BUILDING, ROOM NO., OFFICE SYMBOL	SIG	CES
	<b>210 Westcott Bldg.</b>		<b>6</b>

# INVOICE

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No. 10009

25X1

DESIGN • MANUFACTURING • RESEARCH

INVOICE DATE Feb. 10, 1959

25X1

SOLD TO

SHIP TO

same

CUSTOMERS ORD. NO.	DATE SHIPPED	OUR ORDER NO.	SHIPPED VIA	TERMS	SALESMAN
	2/2/59	6164	rail express prepaid	n/c	
QUANTITY & UNIT	DESCRIPTION			UNIT PRICE	AMOUNT

1 1000 cu. ft. captive balloon with haws. n/c

25X1

this item for

pick up system

SH 24 Feb.

File Balloon, Genl

MAKE PAYMENT FROM THIS INVOICE

NO STATEMENT SENT UNLESS REQUESTED

NO MERCHANDISE RETURNED

WITHOUT OUR PERMISSION

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15 July 1957

## MEMORANDUM RECEIPT

TO :  TSS/ED  
FROM :  AND

25X1

I hereby acknowledge receipt of the following:

1. Battery Box preparation and Equipment 35 Packing Contract AF 19(604)-1135- unclass
2. Bench Test Equip 35 Contr AF-19(604)-1135 - unclass
3. Ballast Hoppers, Equip 32 AF19(604) - 1135 - unclass
4. Rotator LX-D0 AF19(604) - 1135 - unclass
5. VHF Equip., MMT-96 and DM-A6 Secret AF 19(604) 1135
6. Control Unit LB-E5 AF 19(604)-1135 Secret
7. 4W Operating Manual AF33(600)-38725 Secret
8. Transmitter LC-JO, AF 19(604)-1135 Conf1
9. Bendix Transceiver MMT-9C, AF 19(604)-1135 unclass
10. Suspension System, Equip 34 AF 19(604)-1135 unclass
11. 4W System Manual AF 33(600)28725 Conf1
12. 4X System Manual AF 33(600)28725 Secret

Please return 1 signed copy of this receipt

to  210 West Out

25X1

\_\_\_\_\_  
SIGNATURE OF RECIPIENT\_\_\_\_\_  
DATE RECEIVED

**Page Denied**

Next 2 Page(s) In Document Denied

<b>TRANSMITTAL SLIP</b>		DATE <i>30 Oct 57</i>	
TO: <i>• ZD</i>			
ROOM NO.		BUILDING	
REMARKS: <i>Balloon, sent - Jtl</i> <i>Shipped to</i> <span style="border: 1px solid black; display: inline-block; width: 100px; height: 80px; vertical-align: middle;"></span> <i>for</i> <span style="float: right;">25X1</span> <i>small balloon tests.</i>			
FROM: <i>LB</i>			
ROOM NO.		BUILDING	EXTENSION

8 SHIPPING DOCUMENT		CARGO NO. 33-FVIF-58	REQUISITION NO. 913-27-1301-58	DATE REQUIRED ----	DATE PACKED 9-30-57	DATE SHIPPED	VIA	METHOD OF SHIPMENT 1819	RECEIVING VOUCHER NO.	PAGE 1 OF 1 PAGES				
		MATERIAL COST CODE 8-2500-10	TYPE OF CARGO		CARRIER		RECAPITULATION							
		PACKAGES SHOWN IN "TOTAL NO. CASES" HAVE BEEN RECEIVED IN APPARENT GOOD ORDER (except as noted on the reverse side).				ARTICLES SHOWN IN COLUMN "QUANTITY RECEIVED" WERE RECEIVED IN APPARENT GOOD CONDITION.				TOTAL NO. OF CASES				
		DATE				SIGNATURE OF IN-CHECKER				DATE				
		SIGNATURE OF IN-CHECKER				DATE				SIGNATURE OF IN-CHECKER				
ITEM NO.	STOCK NO.	DESCRIPTION	CODE	UNIT	UNIT GGLT	QUANTITY TO BE SHIPPED	QUANTITY SHIPPED	QUANTITY RECEIVED	NO. OF CASES	UNITS PER CASE	CASE NO.	CASE WEIGHT	CASE CUBIC	CASE MEASUREMENTS
1.	8120-151-9753	Cylinder, Helium, Grade D (Helium gas on Regn SAH/0641-58)	-	ea.	----	15	15		1	15	1	2060	58.7	31x48x51
p/o 1.	6830-169-0389	Helium, Grade D	-	c.f.	---	3,000	3,000		3000	1				
		1-SKID												
		FINAL SHIPMENT PV												

SHIPPING DOCUMENT		CARGO NO.	REQUISITION NO.	DATE REQUIRED	DATE PACKED	DATE SHIPPED	VIA	METHOD OF SHIPMENT	RECEIVING VOUCHER NO.	PAGE 1 OF 1 PAGES															
		2606-FVIF-58	TSS-913-27-1365-58	RUSH	7-19-57	7-25-57		RAILWAY EXPRESS																	
		MATERIAL COST CODE	TYPE OF CARGO		CARRIER		RECAPITULATION																		
		8-2509-10	Parcel Post Insured				<table border="1"> <tr> <td>TOTAL NO. OF CASES</td> <td>1</td> <td>25X1</td> </tr> <tr> <td>TOTAL WEIGHT</td> <td>14</td> <td></td> </tr> <tr> <td>TOTAL CUBE</td> <td>0.9</td> <td></td> </tr> <tr> <td>S/L NO.</td> <td></td> <td></td> </tr> <tr> <td>MISCELLANEOUS</td> <td></td> <td></td> </tr> </table>				TOTAL NO. OF CASES	1	25X1	TOTAL WEIGHT	14		TOTAL CUBE	0.9		S/L NO.			MISCELLANEOUS		
TOTAL NO. OF CASES	1	25X1																							
TOTAL WEIGHT	14																								
TOTAL CUBE	0.9																								
S/L NO.																									
MISCELLANEOUS																									
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MAI		DATE				SIGNATURE OF IN-CHECKER																			
ITEM	STOCK NO.	DESCRIPTION	CODE	UNIT	UNIT COST	QUANTITY TO BE SHIPPED	QUANTITY SHIPPED	QUANTITY RECEIVED	NO. OF CASES	UNITS PER CASE	CASE NO.	CASE WEIGHT	CASE CUBE	CASE MEASUREMENTS											
1.	5835-B06-0227	Recorder/Reproducer Minifer Mil P-558	2	ea.	290.000	3	3		3	1	14	0.9	9X2X12												
2.	6135-B06-0239	Battery, Dry, Motor 10.5 V	2	ea.	3.000	3	3		3	1															
3.	6135-120-1030	Battery, Dry, "A" 1.5 V	2	ea.	.074	3	3		3	1															
4.	6135-112-8637	Battery, Dry, "B" 30V	2	ea.	.985	3	3		3	1															
FINAL SHIPMENT FY																									
LABELED GLASS.																									



ILLEGIB

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8 SHIPPING DOCUMENT		CARGO NO. 3379-FVLP-58	REQUISITION NO. 913-27-1378-58	DATE REQUIRED 11 Oct 57	DATE PACKED 10-11-57	DATE SHIPPED 10-17-57	VIA	METHOD OF SHIPMENT 1819	RECEIVING VOUCHER NO.	PAGE 1 OF 1 PAGES				
SHIP TO		MATERIAL COST CODE 8-2509-10		TYPE OF CARGO		CARRIED		RECAPITULATION						
NARRATIVE		PACKAGES SHOWN IN "TOTAL NO. CASES" HAVE BEEN RECEIVED IN APPARENT GOOD ORDER (EXCEPT AS NOTED ON THE REVERSE SIDE).		ARTICLES SHOWN IN COLUMN "QUANTITY RECEIVED" WERE RECEIVED IN APPARENT GOOD CONDITION		TOTAL NO. OF CASES 10		TOTAL WEIGHT 1180		TOTAL CUBE 145.0				
DATE		SIGNATURE OF IN-CHECKER		DATE		SIGNATURE OF IN-CHECKER		MISCELLANEOUS						
ITEM NO.	STOCK NO.	DESCRIPTION	COST	UNIT	UNIT COST	QUANTITY TO BE SHIPPED	QUANTITY SHIPPED	QUANTITY RECEIVED	NO. OF CASES	UNITS PER CASE	CASE NOS.	CASE WEIGHT	CASE CUBE	CASE MEASUREMENT
1.	0530-000-1875	Balloon, Personnel, 343P	-	ea.	---	10	10		10	1	1-10	118	14.6	26X31X
		FINAL SHIPMENT FV												
		1-10 JAN PACKED												

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Figure

25X1

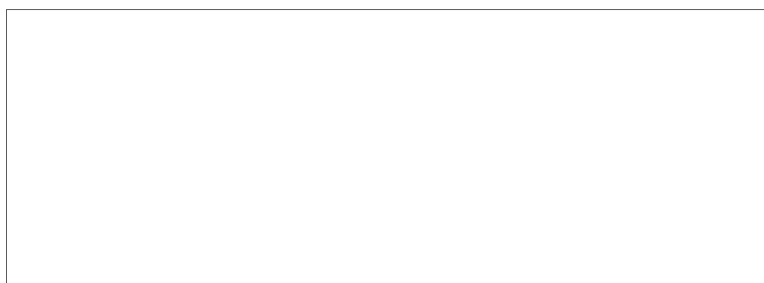


PHOTO No. 9231

6cn.

*Avening Star Aug 14, 58*  
**Two Balloonists Injured  
In Crash of Gondola**

*1958*  
ASHLAND, Wis., Aug. 14 (AP).—The crash of a training balloon gondola last night injured the balloon builder and an Air Force researcher who was preparing for a solo flight to test man's reaction to isolation in space. The test was postponed.

Capt. Grover Schock, 32, and Otto C. Winzen, 40, suffered extensive injuries when their open gondola plunged 100 to 150 feet to the earth after they cut loose from the balloon as it headed out over Lake Superior. They apparently released rather than be blown over the water in darkness. They crashed in a pasture a half mile inland when the parachute on the basket failed to open.

Their fall was witnessed by a police officer, a waiting ambulance crew and two men in a plane sent aloft to follow the balloon.

Mrs. G. E. Terwilliger, on whose farm the crash occurred, said "there was a terrific thud when the gondola came down 100 yards from our house."

She said the balloon had been flying low, dragging a line that came close enough to grab.

"I saw the balloon pass behind a grove of trees and while it was out of sight I heard a loud report. Then the balloon climbed into the sky without the basket."

When she reached the scene the open parachute was spread on the ground and Capt. Schock and Mr. Winzen were

being placed in an ambulance.

Capt. Schock, a space biology specialist, was cut under the chin from one side of his face to the other. He also suffered back and possibly internal injuries. He was in critical condition but showing improvement, according to Capt. George Ruff, an Air Force physician treating him at St. Joseph's Hospital here.

The physician said Capt. Schock could not be moved to determine the full extent of his injuries. Assigned to Holloman Air Force Base, N. Mex., Capt. Schock was raised in Galesburg, Ill.

Mr. Winzen is president of Winzen Research Inc., of Minneapolis, builder of plastic balloons for experimental purposes. He is in good condition, but suffered two broken ribs, a fractured right arm and back injuries. He will be hospitalized for several weeks.

M. Lee Lewis, former Navy balloonist employed by Winzen, said it was the first accident resulting in injuries during the 12-year history of plastic balloons.

Mr. Winzen and Capt. Schock had ascended from St. Paul, Minn., 175 miles southwest of Ashland, yesterday morning. The flight was made so that Mr. Winzen could qualify Capt. Schock for a stratosphere takeoff.

Capt. Schock was scheduled to start his 20-mile-high flight tomorrow morning from an open pit mine near Crosby, Minn.

Tomorrow's flight was slated as the third in the "man high" project which got under way June 2, 1957. The initial flight, and the second, on August 19-20 last year, were made without incident. The project was or-

ganized to at least open the door to powered space flight by man.

**Flight Postponed**

An Air Force officer said in Minneapolis the flight had been postponed indefinitely, but will be carried out at some future date with a replacement for Capt. Schock if the officer is not able to make it.

The first report that the balloonists were in trouble came from a farm resident who saw the men waving frantically. The information was given to officers Keith Wilder of the Wisconsin State Traffic Patrol who began to follow in his car.

He notified the Bayfield County sheriff's office, which dispatched an ambulance with instructions to meet the balloon when it came down. Sent aloft to keep the balloon in sight were two members of the Civil Air Patrol.

The balloon floated away and settled on the water 2 miles from shore. Operators of private boats towed it to land.

The balloon was 45 feet in diameter and contained 49,000 cubic feet of helium. It was much smaller than the one in which Capt. Schock was scheduled to make his "man high" flight.

**FIRE  
LABO**

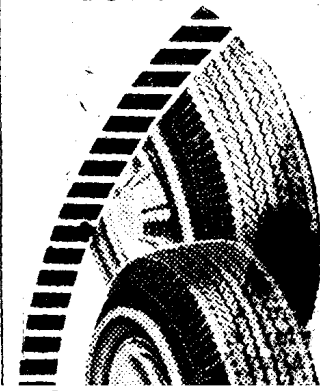
**S**

**Sensational Low**

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**Pre-Space Flight**

# 2 Balloonists Seriously Hurt

ASHLAND, Wis., Aug. 14 (UPI)—An Air Force captain preparing for a space exploration flight and his civilian instructor were hospitalized today with serious injuries received when their open gondola balloon crashed in a pasture.

Capt. Grover D. Schock, 32, Galesburg, Ill., who was making his first balloon flight, and Otto Winzen, Minneapolis, developer of the balloon, were returning to earth after a test flight last night when the gondola plunged about 125 feet to the ground near Lake Superior.

Capt. Schock was reported in serious to critical condition today at St. Joseph's Hospital here with possible leg and internal injuries. Mr. Winzen was in serious condition with a broken arm, two broken ribs and back injuries.

**TEST**

Capt. Schock was to have been sealed in a pressurized gondola Friday for a solo balloon flight 20 miles above the earth under conditions simulating those of a manned space trip. The experimental flight was designed to test human reactions to space exploration.

Spokesmen said it would be several weeks before another man could be readied for the planned flight.

Air Force officials said Messrs. Schock and Winzen were approaching a landing in strong winds after about 12 hours aloft when something went wrong.

Observers saw the balloonists frantically dropping ballast and apparently trying to steer the gondola into the lake to soften the shock of the crash when it hit ground about a half mile from the water.

The flight was regarded as so routine that most members of the Air Force "Man

High III" team at Minneapolis were out to dinner when informed of the crash by United Press International.

## Rep. Smith Isn't Here: This Is Why

Rep. Howard Smith isn't in town, a secretary said today. The question, "Where is he?" brought a peal of hearty laughter.

It was indeed a foolish question, because half the members of Congress are looking for Rep. Smith, chairman of the powerful House Rules Committee.

Mayors of New York, Pittsburgh and half a dozen other big cities came to call on Rep. Smith but he wasn't in.

Rep. Smith has vanished "because Congress is near adjournment and he has custody of several bills he opposes. It is easier to sit on them at his Virginia farm, or wherever he is, than at the Capitol where efforts can be made to try to persuade him to call a committee meeting and give the bills a chance to get to the floor.

Among them are the big housing bill, renewal funds, the "distressed area" legislation of great concern to Pennsylvania coal areas the bill to let TVA issue bonds to expand its power facilities and an assortment of others of Rep. Smith takes a dim view.

# Continues on Page 38



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